

Today's Advertisements.

THEATRE ROYAL CITY HALL.

TO-NIGHT (THURSDAY), July 29th.

GRAND OPENING NIGHT

POLLARD'S LILLIPUTIAN OPERA COMPANY.

Under the Distinguished Patronage of
H.E. The Governor Sir Wm. Robinson, G.C.M.G.
H.E. Major-General BLACK, C.B.
Commodore HOLLAND, R.N.

TO-NIGHT & TO-MORROW, 29th and 30th.
R. Suppe's Popular Comic Opera
"BOCCACCIO."

SATURDAY AFTERNOON, July 31st.
Grand Matinee
"H.M.S. PINAFORE."

Children and Adults Half Price to all parts of the house.

SATURDAY, July 31st.
"LA MASCOTTE."

MONDAY, August 2nd.
"DOROTHY."

Musical Director Mr. W. ROBINSON.
Stage Manager Mr. HARRY HALL.
Plan now open at W. ROBINSON & CO'S Music Warehouse.

PRICES \$3, \$2 & \$1.
Soldiers and Sailors in Uniform Half Price to 2nd and Back Seats only.
Late Trains will leave 15 minutes after each performance.

C. A. POLLARD, Manager.
A. H. POLLARD, Advance Representative, Hongkong Hotel.
Hongkong, 29th July, 1897. [1162]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR"
FROM TACOMA, VICTORIA AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo Impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.
Hongkong, 29th July, 1897. [1164]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"KASHING,"

Captain Hopkins, will be despatched as above on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1145]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Galsworthy, will be despatched as above on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th July, 1897. [1166]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outbridge, will be despatched as above on MONDAY, the 2nd August, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1163]

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"PHRA NANG,"

Captain Watson, will be despatched as above on TUESDAY, the 2nd August, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1163]

Today's Advertisements.

NOTICE.

A VACANCY exists for a EUROPEAN STOREKEEPER under the WAR DEPARTMENT. Commencing Salary, \$1200 a Month. Applications, with satisfactory references, to be addressed to the Office Commanding Army Service Corps, Hongkong, Hongkong, 29th July, 1897. [1166]

IN THE MATTER OF THE COMPANIES ACTS 1863 TO 1890

AND IN THE MATTER OF THE NEW ORIENTAL BANK CORPORATION LIMITED.

NOTICE is hereby given that a FINAL DIVIDEND in the LIQUIDATION of the above named COMPANY is about to be declared and that all Creditors who have not already furnished Particulars of their DEBTS or CLAIMS are required on or before the 31st day of October, 1897, to send their Names and Addresses and the Particulars of their Debts or Claims and the Names and Addresses of their Solicitors, if any, to THOMAS ABERCROMBIE WELTON, of 19, Old Broad Street, in the City of London, the Liquidator of the said Company, and if so required by Notice in writing from the said Liquidator, are by their Solicitors to come in and prove their said Debts or Claims at such time and place as shall be specified in such Notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this 18th day of June, 1897.

HOLLANDSON, SONS, COWARD & HAWKLEY,

1169 Solicitors for the above named Liquidator.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOO-HOW.

THE Company's Steamship

"CHINGTU,"

Captain Jones, will be despatched as above on SATURDAY, the 31st instant, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1167]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZEK.)

THE Company's Steamship

"NESTOR,"

Captain Aguilu, will be despatched as above on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1168]

NOW READY!

COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE \$1 PER COPY, at the office of the "HONGKONG TELEGRAPH," No. 6 Paddar's Hill.

Hongkong, 27th May, 1897. [1761]

Intimations.

DAKIN, CRICKSHANK & COMPANY,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1379]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Manager, Hongkong Telegraph" and not to the Editor.

Letters or Editorial notices to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the contents of the Hongkong Telegraph will always be given for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions there expressed.

TO ADVERTISERS.

Advertisements are requested to forward all copies intended for insertion in that day's issue not later than 3 o'clock so as to be ready for the printer's use.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms are on request on application.

The Hongkong Telegraph is published at the Telephone Centre, 6 Paddar's Hill, Hongkong.

For further particulars apply to NIPPON YUSEN KAISHA, Hongkong, 29th July, 1897. [1165]

Intimations.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER, SODA WATER, LEMONADE, POTASH WATER, SALTZETZ WATER, LITHIA WATER, SASSAPARILLA WATER, TONIC WATER, GINGER ALE, GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [1169]

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, JULY 29, 1897.

REUTER'S MESSAGES.

SUPPLEMENTARY NAVAL VOTE.

LONDON, July 27th.

The Right Hon. G. J. Goschen, First Lord of the Admiralty, in introducing a supplementary Naval Estimate of £500,000 in the House of Commons, said that the vote was intended to meet the activity of other nations by accelerating the present building programme and for commencing the construction of four very fast cruisers and a number of torpedo-boat-destroyers.

FIGHTING IN CHITRAL.

The tribesmen have made a night attack on the Malakand-Campin Chitral. Sharp fighting occurred in which one officer was killed and four were wounded.

THE SOUTH AFRICA COMMISSION.

Mr. Stanhope moved in the House of Commons a motion of "regret at the inconclusive action and report of the South Africa Committee, and of its failure to recommend specific steps against Mr. Cecil Rhodes." He demanded that Mr. Hawkesley should be summoned to appear at the Bar of the House.

Mr. Chamberlain said that it was neither intended to prosecute Mr. Rhodes nor to remove his name from the list of Privy Counsellors.

The motion was rejected by 304 to 77.

LOCAL AND GENERAL.

ALL Creditors of the New Oriental Bank Corporation, in Liquidation, should send in their claims on or before the 31st October, 1897. If they don't, they will be excluded from the benefit of any distribution made before such claims are proved.

At the British Consular Court, Shanghai, on the 23rd instant, Richard H. Ryan, quartermaster, of the P. and O. steamer *Thames*, was charged with causing the death of Cheung Ping, by pushing him into the river on the 16th inst. Mr. H. Nelson (Messrs. Johnson, Stokes and Master) appeared for the prisoner, who pleaded not guilty. He was committed for trial; bail \$500.

In their *Washly Share Report* issued at 5 p.m. yesterday evening Messrs. Benjamin, Kelly and Potts state "the share market continues very quiet and the small business effected has not altered rates to any material extent." Respecting "Steamboats" they say they have been in some demand at \$34 and are still enquired for. Raub, owing to shares offering from Singapore, are obtainable at \$31 "Ions" are quoted at \$112 on the dividend of \$5 per share. *Fenwick* are offering at \$34.

Work was continued last night at the wreck of the two collapsed buildings in Queen's Road West, but the pile of bricks, &c. was not then sufficiently cleared to reveal whether any morticians were buried there. Of the three persons in hospital, two are men and one is a girl. One of the men has wounds on the left foot and head and the other has his right foot injured. The girl has a number of bruises about her body. The escape of the other people from serious injury is considered miraculous. No more bodies were found after our report appeared in last night's issue and the search party ceased work at 2 a.m. to-day.

THE *Chicago Post* of June 24th says:—According to a story which has reached Chicago from Paris via Washington the terrible holocaust which wiped out over a hundred lives at the French capital on May 4th was the work of anarchists thirsting for revenge on the upper classes of France. It is claimed that while the official inquiry into the circumstances surrounding the catastrophe threw little light on the cause of the fire the Secret Service Department is working on a clue that points to an anarchistic conspiracy of stupendous magnitude. It is said that Paris detectives have not only satisfied themselves anarchists were at the bottom of the awful disaster, but that the leaders who planned it fled to America as soon as they had seen with what faithful success it had been executed. It is also asserted that several persons are under arrest in Paris on the suspicion of knowing more about the affair than they care to tell. A member of the French Legation at Washington is said to be authority for the report.

IN JANUARY next year the present Australian commission of H.M.S. *Orlando* will expire, and it is believed that the Admiralty contemplate withdrawing her from the squadron. At the end of her last commission the British authorities proposed to replace her by H.M.S. *Bonaventure* which subsequently was fitted out as a flagship on the East Indian station. As it has been found that the accommodation on this class of vessel is entirely unsuited for a flagship, the *Bonaventure* has been relieved by the *Elphinstone*, one of a new type of second-class cruisers of 5,600 tons displacement. It is almost certain that the Admiralty will replace the *Orlando* by either a ship of this class, or a ship of the next type, the *Royal Arthur*, first-class cruiser of 7,700 tons displacement, which will be selected as the next flagship for Australia. In any case, before final orders are given it is pretty certain that, in view of the previous difficulty over the *Bonaventure*, the various Australian Governments will be consulted.

THE annual meeting of the London Shipmasters' Society took place at the rooms of the London Chamber of Commerce on the 15th June, Sir Charles Dilke, M.P., the President of the Society, in the chair. The report, which was read by the secretary, appeared for a larger range of support and an increase of membership; but the figures given disclosed a satisfactory state of affairs and substantial progress. The highly appreciative references to the services of Captain Blackmore, who has retired from the committee of management, are well deserved. Some of the statements in the report are remarkable, and have a perceptible Union flavour—the following, for instance: "It is held by the members of the committee that the condition of our merchant service, as far as the men are concerned, is one of grave anxiety." "Owing very much to the Manning Committee's Reports, to the awakening of public interest by this and kindred societies, and to the perseverance of Mr. J. H. Wilson, M.P., of Middlebrough, an Undermanning Bill, brought in by the Government has passed its second reading in the House of Commons, with good prospects of becoming law." In regard to the latter assertion it may be remarked that despite the "awakening of public interest" by the London Shipmasters' Society and kindred societies, and the "perseverance" of the President of the Seamen's Union no evidence was brought before the Manning Committee leading to show that loss of life in British ships was attributable to undermanning; on the contrary the inquiry made it abundantly clear that British vessels are sailed with efficient crews, and that undermanning legislation was absolutely uncalled for. The above two extracts from the report have been pointed out to us by shipowners, from whom we learn that the passages have much surprised many incidental owners—particularly as emanating from a Shipmasters' Society.—*Fairplay*.

THE ATTACK ON GAYA.

MR. NEUBRONNER RESCUED.

\$30,000 MISSING.

LABUAN, July 20th.

Messrs. Hewitt and Wheatley have returned to Labuan from their expedition to Inanam, where Mat Salleh had fortified himself. The result of their operations is that they have rescued Mr. Neubronner, the Treasurer of Gaya, who had been carried off as a prisoner. Mat Salleh himself has taken to flight and escaped into the jungle.—*Free Press*.

INTERESTING DETAILS.

The Labuan correspondent of the *Singapore Free Press* writes under date 16th July as follows:—

No news has arrived from Mr. Hewitt since he left here on the morning of the 11th, and it has been impossible, and will be for some time, to estimate accurately the amount of plunder carried away by the rebels, but it is known that they took \$75,000 from the Ordinance Farmer and not less than \$30,000 from the Treasury. It is probable that the loss in dollars only did not fall far short of \$30,000. He is a cool hand this Mat Salleh. He made the Chinese themselves disgorge their property and load it into his boats, and this finishing he set fire to the houses.

The fact that nothing has been heard from Messrs. Hewitt and Wheatley would point to their having found their way on reaching Gaya, and that they are pursuing them up some one or more of the Rivers in the neighbourhood. If this is the case they have no easy task before them; a stern chase is always a long one, but there is this consolation—the expedition could not be in better hands.

The Directors of the Chartered Co. have, I understand, called out that no effort is to be spared to suppress the rebellion once and for all. By the capture of Gaya it is probable that Mat Salleh would be able to increase the number of his followers carrying firearms by about a dozen; he may also have secured about 1000 rounds of ammunition. I believe this, however, is a doubtful advantage to him, as a side in the hands of an undisciplined native is more dangerous to himself than any one else. Even the Dyak Police when excited charged him a side straight.

THE POLICE SCANDAL.

TRIAL OF INSPECTOR WITCHELL.

At the Criminal Sessions in the Supreme Court to-day, before His Lordship the Chief Justice, Sir J. W. Carrington, Inspector J. Witcheil was placed on his trial charged—

(1) That he, being an Inspector of Police in and for the colony of Hongkong, did at Victoria, in the said colony, on the 7th March, 1897, and on divers days thereafter unlawfully and in breach of his duty as such Inspector as aforesaid, neglect to report to the Captain Superintendent of Police the existence of unlawful gambling houses in Wa Lane and Cheung Hing Lane, Victoria, aforesaid.

(2) That he, being an Inspector of Police in and for the colony of Hongkong, did at Victoria, in the said colony, on the 11th March, 1897, and on divers days thereafter unlawfully, wilfully, and corruptly accept divers sums of money from the keepers or managers of sundry unlawful gambling houses in Victoria aforesaid to refrain from reporting to the Captain Superintendent of Police the existence of such gambling houses and to protect the said gambling houses.

Mr. J. J. Francis, Q.C., (instructed by the Crown Solicitor) together with the Attorney-General (Hon. W. M. Goodman) appeared for the prosecution and Mr. E. Robinson (instructed by Mr. G. C. C. Master) was for the defence. The Court was crowded with Europeans and Chinese some time before the proceedings opened, and the keenest interest was evinced throughout.

On the Registrar calling defendant and asking him how he pleaded he walked to the end of the baristers' table and stood beside his counsel.

His Lordship asked why he did not stand in the dock.

Mr. Robinson said it would be convenient for him to have his client by him.

The Chief Justice said he understood counsel was instructed. If he wished to have his client by him he was entitled to do so, but his explanation in such matters was that it was best to let the usual custom stand and that defendant should go into the dock.

Counsel agreed and defendant went into the dock.

Mr. Robinson said that before pleading he had objections to make to the indictment as under one count there were two charges, and the information was bid for want of particularity, and was too general. He also submitted that the information did not state that the gambling houses in Wa Lane and Cheung Hing Lane were in the colony of Victoria or within its jurisdiction. The first count was that defendant had accepted divers sums of money from keepers or managers of gaming houses in Cheung Hing Lane, Wa Lane, and Victoria. This count was bad for duplicity, and defendant did not know which of the charges he was to meet. If the jury returned a verdict against him he would be uncertain as to which of the charges he had been found guilty.

Neither the counts nor the keepers were in any way specified. Practically the depositions showed that he had to meet the charge regarding the house in Wa Lane but the information did not show that. Counsel quoted Archbold, 21st edition, Regina v. O'Callaghan and others, 14 Cox, 99, concerning certainty as to facts and circumstances, and stated necessary to constitute an offence. In the indictment generally, but all the facts constituting an offence had to be set forth and an indictment charging offence generally was held to be bad. It was not to be meted out to a defendant as a barometer without relating the particulars and to might keepers of gaming and bawdy houses. An indictment, however, must not be doubled and in this case it had been doubled. In one count defendant was charged with accepting bribes from various houses, each being a separate offence and, therefore, the count was doubled and was bad for that reason. The information should be quashed as it was too general, and the depositions showed evidence taken relating to one particular house only. Even if the particulars were stated the count was bad for duplicity.

His Lordship: Regarding the count below bad for duplicity, suppose a man makes a single agreement to take bribes from a person all relating to different houses—how would you break them up if it was one prosecution regarding two houses?

Mr. Robinson said it was not to be stated in the indictment and in the absence of particularity there was not the slightest doubt as to duplicity. His Lordship's suggestion was met by the absolute want of particularity. It appeared from the count that there were two different houses and different keepers and it was clearly bad on both grounds. He would not object to the information if it were amended by striking out the other words and leaving those relating to 3, Wa Lane, otherwise he would have to ask an adjournment as he had no notice of any other charge and he wanted to consider his position.

Mr. Francis said the information was a perfectly good one under the provisions of the local Ordinance, which differed from the law regarding indictments in England. Ordinance 3 of 1895 amended by Ordinance 3 of 1896, section 6 of Ordinance 3 of 1896 set forth that it was lawful for the Chief Justice to order particulars of any charge to be delivered when he deemed it expedient. It was always deemed sufficient in this Court to lodge in the broadest terms the nature of the particular charge, such as murder, manslaughter and stealing, without going into the particulars required under the old common law. But, lest an injustice should be done to the defendant by the omission of particulars in the indictment power was given to the Court to order any further particulars. If the defendant had any difficulty and wanted to get, for the purposes of defence, names of persons or dates he could have applied to His Lordship as there was ample time, the information being laid on the 24th July. The count was not like that quoted in the Queen v. O'Callaghan, where a man was charged with soliciting to commit an offence and none was specified. Here the charge was distinct and definite, "that he being an officer of the police force and having certain duties incumbent upon him, in breach of his duties took bribes" and the periods of time were clearly specified. If the defence desired to know the names of persons alleged to have given particulars they could find out if they enquired. There had been a preliminary enquiry at the Police Court and the names of gambling houses had been indicated. The information was perfectly good as to the first point and the complete information charged a definite agreement on a definite date; no further particulars were necessary to constitute the description of the offence. If defendant wanted to make a better defence he could have done so by applying to His Lordship. As to the second objection of his learned friend it did not follow from the information that two separate and distinct offences were charged. It was one offence and

one transaction though it had reference to two different houses and two separate and distinct verdicts would not have to be found. Replying to his Lordship counsel said it would be better to add "at Victoria in the colony of Hongkong." Mr. Robinson said he thought his learned friend could see his point of insufficiency in the indictment. As to want of particularity he had not dealt with it at all. The cases he had cited had clearly proved for the particulars and he was willing to have the indictment amended, putting in the particulars as given in the Police Court regarding 3, Wa Lane. He would go on at once if the amendment were made and the other part struck out; but the information was void for want of particularity, and he quoted Archbold, the Queen v. Thelley, in support of his argument. He was willing to have the name of Cheung On, as giving the bribe, or of any other person the prosecution chose to insert regarding 2, Wa Lane. As to duplicity in the indictment counsel said it was bad on the face of it. The Ordinance referred to had in no way altered the common law, and as to the supply of particulars by his Lordship, section 6 threw no burden of proof on the defendant, who might or might not have legal advice. It empowered the Chief Justice to order any further particulars in any charge as he deemed expedient.

His Lordship asked whether it did

K'wai Ma Ltee he informed Inspector Wittichall about it.

Defendant (next) — That is a gross injury. His Lordship informed the defendant that he was not allowed to make any remarks and if he wanted to say anything he should communicate with his lawyer.

When Mr. May alluded to the jewelry, money and books he said in the East Street house Mr. Robinson demanded that the books and papers be produced. They were already put in evidence and had to be produced.

Books produced and marked.

Mr. Robinson asked the indulgence of a Chinese clerk to be allowed to sit down at the table to go through the books so that he might be instructed as to the contents.

His Lordship allowed this.

The Court then adjourned till 2 p.m.

On resuming Mr. May continued his evidence. He said that in one of the documents there were the following entries "No. 12, \$10, paid to Cheng On;" and "No. 12, \$10, paid to Cheng On; entered in current account." Cheng On and Tang Kum made statements to witness after he had consulted their legal advisers. The legal advisers of Cheng On were M. Sarr, D. A. Ron and H. S. H. and the legal advisers of Tang Kum were Mr. J. F. Reece. These two witnesses could not communicate with each other as they were in different cells.

Cross-examined by Mr. Robinson. — The defendant had been in the Police Force for 10 years. He was not aware of any marks against him during the 15 years. He was in the Police Court that Rules 73 of the Police Regulations did not apply to Inspector and also that there were no orders concerning inspectors. Defendant did not ask him the practice as to whether inspectors were allowed from the gambling in other Inspectors' districts. Each Inspector was responsible for his own district. Inspectors of one section had reported gambling in that of others. As far as he was aware Cheng On made practically the same statement in Mr. Dennis and himself as he made before the Magistrate. He had heard that some gambling house watchmen even shirked and watched some of the inspectors. Cheng On was arrested under a banknote warrant. Witness himself showed him the warrant. He heard Cheng On say at the Police Court that he did not need a warrant for his detention. He did not hold out any inducements to Cheng On as he turned Queen's evidence. When Cheng On was arrested he was told that if he said all that he knew about this matter the Government could consider his case. When Tang Kum was arrested the same thing took place. After Sam Ying was convicted he was told that if he made a full disclosure his case would also be considered by the Government if he desired any mitigation of his sentence.

Mr. Robinson asked that his cross-examination of this witness regarding the books be allowed to be resumed.

His Lordship agreed this.

The case was adjourned till 10 a.m. to-morrow.

Ball as before was allowed.

HONGKONG IN 1896.

We received this afternoon a copy of a very interesting general review of the Colony's affairs, dated 23rd July, which His Excellency the Governor has forwarded to the Secretary of State for the Colonies with the Hongkong Blue-book for 1896. We give to-day a few extracts from the review and will complete the publication of the document to-morrow : —

FINANCES.

The revenue collected during the year shows an increase of \$133,610.05 over the revenue of the preceding year, the gross receipts amounting to \$2,609,878.94 as against \$2,476,268.81 collected during 1895. This very satisfactory result is, however, more than accounted for by the exceptionally large revenue derived from Land and Licences, which realised \$730,881.99 as against \$140,387.20 over the proceeds from the same source of revenue in the previous year.

Substantial increases are also shown under the following heads : — (a) Light Dues, \$9,978.1; Flies, \$37,280.1; (b) Licences, \$5,000.1; Profits, \$9,471.0; (c) Rent of Government Premises, &c., \$17,175.

There is also a general increase under "Fees for Court or Office, &c.," but it is chiefly accounted for by an increase in the revenue side of items which were treated in 1895 as appropriations in aid of expenditure.

Against the above mentioned increases must be set the following noticeable decreases : —

- (a) Profits on Subsidiary Colonies, ... \$124.4
- (b) Other Miscellaneous Receipts, ... 64,581, due to a fall off in the profits derived from the balances in the hands of the Crown Agents.
- (c) Interest ... 9,936.

The total expenditure, chargeable to current account, amounted to \$2,474,911.37 as compared with \$2,071,173.01 expended during 1895. This marked difference is mainly due to a decrease of \$58,331.31 in the expenditure on the Public Works and to an increase of \$10,000 on the Training and Improvement of the Chinese mounting to \$21,251 as against only \$7,847 expended during the year under review. There is also a saving on salaries of some \$11,000, and a decrease in the expenditure of the Post Office on account of Transit charges amounting to \$5,959, giving, with the addition of other minor decreases, a total saving to the expenditure of \$795,243.15 as compared with the year 1895.

From the above total decrease must be deducted a total increase of \$207,785.1, giving a net decrease of \$497,462.64 in the expenditure for 1896 in comparison with the preceding year.

TRADE.

We regret to state that from a local commercial point of view the year 1896 was somewhat disappointing. Trade was, generally speaking, less brisk than in the preceding year, and the exports of the staple and importers characterise it as a year of trouble, for they have experienced for the first time a considerable time during the year in which is illustrated, to some extent, by the returns of the Imperial Maritime Customs for the year and District, the statistics showing a decrease in the value of imports from Hongkong China amounting to 434,035 Halkwan Taels some 673,722 as compared with the year 1895.

We learn on reliable authority that all classes of goods — raw materials, piece-goods, metals, and sundries — have been generally satisfactory, being in demand, for the most part, to the supply of the local and distant wants. Shipping employed in Eastern waters shared correspondingly in the general depression, freight being very scarce, and rates unremunerative. The decline in demand and general absence of all speculative enquiry are most noticeably ascribed to the after-effects of the depression in Japan, but reasons may possibly also be discovered in the experience of British merchants is concerned, by the light of subsequent remarks and statistics illustrative of the same.

The options import for the year shows a decrease of 2,400 chests, and importers have sustained losses owing to the unfavourable rope of the Chinese — a corresponding rise in the price of the Indian drug in the China market, the price of the Indian product has, however, recently fallen sufficiently to give an impetus to the purchase of the same.

whilst the Praya Reclamation, upon which several fine buildings are in course of construction, and the rapid development of British Kowloon provide ample evidence of the general expansion of the Colony. Add to these the extensive works which have increased the water supply to some 400,000,000 gallons daily, the fine Central Market, Cattle and Slaughter Depôts, which have a most important bearing on the food supply of the Colony, the Tapingshan Improvement Scheme, the new sewerage works, and the general improvement of the outlying villages, and we have further illustrations of progress in the direction of sanitation.

In short, despite its darker records—and happily there are few—the history of Hongkong is summed up in the single word "Progress." If, in some measure, my administration has contributed to that result the pleasure derived from the retrospect will tend to mitigate the regret with which I regard my approaching departure from a Colony with whose interests I have for six years, without interruption, been identified.

I have the honour, &c., &c.,

WILLIAM ROBINSON,
Governor.

EPIDEMIC AT AMOY.

A resident of Amoy writes us that the plague is committing great ravages both at that port and further up country, while besides the plague, of which hundreds are dying daily, cholera or a kind of fever has broken out to which a great number of natives have succumbed in less than 24 hours from the time of their being attacked.

The European settlement on the island of Kalangsu is, however, quite free of the plague at present, the foreign Consuls and the community generally having taken measures to prevent the introduction of the disease by placing watchmen at the different landings.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the sixty-fourth report of the Court of Directors to the half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 14th proximo, at noon:—

Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June last.

The net profits for that period, including \$300,343.95, balance brought forward from last year, less charges, including interest on advances, interest paid and done, and banking provision for good and doubtful accounts, amount to \$1,816,674.22.

The Directors recommended the transfer of \$500,000 from the Profit and Loss Account to credit of Reserve Fund, which fund will then stand at \$7,000,000.

After making this transfer and deducting remuneration to Directors there remains for appropriation \$1,316,674.22, out of which the Directors recommended a dividend of one pound and five shillings sterling per share, which will absorb \$444,444.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1/12 the rate of the day, amounts to \$66,081.88.

The balance \$301,147.90 to be carried to New Profit and Loss Account.

Directors.—Messrs. D. R. Sassoon, M. D. Macartney and A. McConachie having resigned their seats on leaving the Colony, the following gentlemen have been invited to fill the vacancies thus created:—Messrs. David G. Gibbs, J. A. G. Raymond and Gerald Slade. The Directors have likewise invited Mr. G. D. Boning to join the Board. All these appointments require confirmation at this meeting.

Auditors.—The accounts have been audited by Mr. F. Henderson and Mr. C. S. Sharp.

ST. C. MICHAELSEN,
Chairman.

Hongkong, 29th July 1897.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

In their *Freight Circular* issued to-day Messrs Lambs and Rogers report as follows:—

Comparatively little business has been transacted since the last report and the market in almost all directions is about at bed-rock with at least the prospect of a change for the better, at least so far as the near future is concerned.

STEAM-FREIGHTS.—Some fresh chartering as came to pass from Saigon to this port, but actually only one fixture is on record, a small steamer having accepted 9 cents per picul. Earlier business has been done under Chinese time charter, have, however, been fixed at Saigon at lower rates, 8 to 10 cents per picul, but these rates are so ruinously low that they can hardly be accepted by such steamers as have to work their way back to this port. From Saigon Singapore a couple of charters have been drawn at 25 to 26 cents per picul, according to date, whilst for Java rates have experienced another sharp decline and after a settlement of 10 cents per picul for one port N. C. a steamer has been accepted at 10 to 12½ cents per picul from Saigon for Philippine or Japan ports. Low rates. Grain prices at Saigon are ruling so low that it is likely to drag on wearily for the remaining part of the season. Bangkok business remains absolutely lifeless and even the prospect of work for employment elsewhere, such as Tonkin to Yokohama, is at present very uncertain. Taken to Yokohama at least the season is shut at about 20 cents per picul and the season in this direction is now closed. Coal freight is still showing a downward tendency, a charter having been effected at as low as \$1.10 per ton, from Moji to this. For Singapore the rate is dropped to \$2 per ton and as coal in Japan remains scarce and dear no improvement can be expected. There have been no fresh settlements on Newchwang to this and as charters of this port are few and far between, the market is very quiet. In order to meet the demand existing to make both ends meet. A small demand is still coming from Java to this, but at very low rates, viz., 17 cents. per picul from one or two ports North North Coast. A low time charter is on record, but the *Decima* and *Brannia* are actually renewals, the options having been exercised at very much lower rates, the original rates of *Decima* having been \$4.00 per month and that of *Brannia* \$5.50 per month.

The present condition of the freight market is very quiet. The only freight parcels will be very few, even "all round," at the outside, at least until October/November, is even worse, there being too many steamers open for employment, whilst just now we are at the dulllest time of the year.

SAIL-FREIGHTS.—No fresh chartering has come to pass in any direction, but, as already intimated, more tonnage may be wanted for New York provided ships can be had at something like 10/- per ton of 40 cubic feet.

As regards the below so quiet, the *Rejoice* has been filled by the charter of the *Rejoice*, but more tonnage might be placed on Singapore and also Sunda.

The British ship *Queen Elizabeth* has been chartered to Tacoma and the British schooner

NOT A N D A .		
CALENDAR.		
JULY.		
<i>Meteorological means based on ten years' observations to 1893.</i>		
Barometer	29.73	
Thermometer	88	
Humidity.....	63	
Rainfall.....	—	
TO-DAY.		
WEATHER REPORT.		
	On date at to a.m.	On date at p.m.
Barometer	29.76	29.68
Thermometer	87	87
Humidity.....	66	69
Rainfall	0.06
TO-DAY.		
Thursday, 29th July, 1897.		
Chinese—1st of 7th moon of 23rd year of Kwong-ii. (Month of the Festival of All Souls.)		
Jewish—20th Tammuz, 5857.		
Mohammedan—29th Saphar, 1316.		
Sun—Rises	5hr. 31min.	
Sets	5hr. 11min.	
Annular Eclipse of the Sun, invisible in Hongkong.		
Moon—New Moon	11hr. 35min p.m.	
High water—Morning	8hr. 15min.	
Afternoon	10hr. 35min.	
Low water—Morning	1hr. 55min.	
Afternoon	3hr. 45min.	
ANNIVERSARIES.		
1588—The Spanish Armada dispersed by the British Fleet.		
1858—Treaty between United States and Japan signed.		
1894—Great earthquake at Kumamoto, Japan.		
1894—Defeat of the Chinese by the Japanese at Yashan, Korea.		
1895—Severe typhoon in Hongkong and Macao; great damage to house property.		
TO-MORROW.		
Friday, 30th July, 1897.		
Chinese—End of 7th moon of 23rd year of Kwong-ii.		
Jewish—1st Ab, 5857.		
Mohammedan—29th Saphar, 1316.		
Sun—Rises	5hr. 32min.	
Sets	5hr. 10min.	
High water—Morning	8hr. 55min.	
Afternoon	10hr. 45min.	
Low water—Morning	3hr. 20min.	
Afternoon	4hr. 16min.	
ANNIVERSARIES.		
1830—French Revolution.		
1816—Severe typhoon at Macao.		
1874—British barque <i>Caroline Hutchings</i> lost off Takao.		
MEMORANDA.		
TO-DAY,—29th July.		
9 p.m.—Pollard's Opera Company, at Theatre Royal.		
SATURDAY,—31st July.		
Australian mail due.		
Registers of shares of the Hongkong and Shanghai Bank will be closed from this day to the 14th August.		
Noon.—Half-yearly meeting Hongkong, Canton and Macao Steamship Co.		
3 p.m.—Matinee performance of H.M.S. <i>Pinnare</i> by Foil-rd's Militants.		
p.m.—Meeting of Zealand Lodge.		
SHARE MARKET.		
LATEST QUOTATIONS.		
Hongkong & Shanghai Bank, 188 per cent prem.; National Bank, 22½; China Traders, 77½; China Fires, £100; Indo-China, \$50; Dogslates, 366½; China Sugars, £143; Fumason, 37 (Pref) £215; Balmorals, \$1.80; Rubbers, 34½; Reubs, 23½; Dock Company, 330 per cent. prem.; Land Investment, 37½; Humphreys's Estate, 3½; Cien Island, 32½; Ropes, 171; Fenwick's, 28½; Icos, 32½; Zwos, Ts. 114; Tebrus, 22.		
SHIPPING AND MAIL NEWS.		
MAILS DUE:		
Australian (<i>Alba</i>) 3rd inst.		
French (<i>Saghalien</i>) 3rd prox.		
Indian (<i>Arracon Aber</i>) 3rd prox.		
Canadian (<i>Empress of China</i>) 4th prox.		
American (<i>Gaithe</i>) 4th prox.		
Tacoma (<i>Tacoma</i>) 5th prox.		
American (<i>City of Peking</i>) 13th prox.		
Canadian (<i>Empress of India</i>) 25th prox.		

THE Canadian Pacific Railway Co.'s steamship <i>Empress of China</i> arrived at Kobe at 6 p.m. on the 27th, and left that port at 11 a.m. on the 8th for Nagasaki.		

THE Canadian Pacific Railway Co.'s steamer <i>Empress of Japan</i> arrived at Kobe at 2 p.m. on the 27th, and left that port at 1 p.m. on the 8th for Yokohama, where she was expected to arrive at noon to-day the 31st inst.		

SHIPPING RETURN.		
From 8 p.m. yesterday to 8 p.m. to-day.		
ARRIVALS.		
<i>Asio</i>	Steamer, from Bangkok	
<i>Hella</i>	" " Moji	
<i>Arlo</i>	" " Hone Kope	
<i>enlomend</i>	" " Singapore	
<i>cifu</i>	" " Hongay	
<i>Victoria</i>	" " Kuchinoku	
<i>Yangang</i>	" " Swatow	
<i>stral</i>	" " Singapore	
<i>ramar</i>	" " Tacoma	
<i>fole</i>	" " Foochow	
<i>Richmoe</i>	" " Amoy	
Aggregating, 15,765 tons register,		
DEPARTURES.		
<i>refy</i>	Steamer, for Halphong	
<i>Lumbia</i>	" " Tacoma	
<i>arnes</i>	" " Wallut	
<i>Australian</i>	" " Australia	
<i>amoc</i>	" " Foochow	
<i>ootung</i>	" " Canton	
<i>Irishport</i>	" " Europe	
Aggregating, 9,260 tons register.		
HONGKONG AND WHAMPOA DOCK RETURNS.		
In Kowloon Dock.		
<i>of R. de Janeiro</i> ...	Cosmopolitan "	

Intimations.

A STRIKING SUCCESS!
MAYPOLE SOAP BUT WON'T WASH OUT OR FADE.
WILL DYE TO ANY SHADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.

Such as Blouses, Dresses, Underclothes, Ribbons, Children's Frocks, Pin-faces, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Aloe-Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China.

WATKINS & CO., Apothecaries' Hall, 60, Queen's Road Central.

DR. KNORR'S ANTI-PYRINE

"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea, it is a 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

BEWARE OF SPURIOUS IMITATIONS!

DR. OVERLACH'S MIGRAININE

"LION BRAND"

(ANTI-PYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.

(2) The best anti-pyretic, even in threatened collapse, because the caffeine of Migraïne acts simultaneously as an analeptic.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARMER, VORM, MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

Shipping. STEAMERS.

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"PRIAM," will be despatched as above on MONDAY, the 2nd August.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1897. [1146]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,
FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"CHINGWO," will be despatched as above on TUESDAY, the 3rd August, at 5 P.M.

For Freight or Passage, apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 26th July, 1897. [1124]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)
STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"MARIA VALERIE," will be despatched as above on TUESDAY, the 3rd August.

For Freight or Passage, apply to SANDER & CO., Agents.

Hongkong, 27th July, 1897. [1148]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTONI UNITED COMPANIES),
STEAM FOR SINGAPORE, PENANG, BOMBAY AND GENOA.

(Without Transshipment.)
Having connections with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN, &c.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"DISAGNO," will be despatched as above on WEDNESDAY, the 4th August, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 28th July, 1897. [1161]

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

PROPOSED SAILINGS FROM HONGKONG, 1897. (Subject to Alteration.)

Monthly sailings... Saturday... 7th August.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE" will be despatched as above for PORTLAND, OREGON and VICTORIA, (B.C.) via KOBE and YOKOHAMA, on SATURDAY, the 7th August.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the "Canadian Pacific Railway" at Victoria.

For further information as to Freight and Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 19th July, 1897. [1155]

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.
HONGKONG-VLADIVOSTOCK LINE.
MONTHLY SERVICE.

FOR VLADIVOSTOCK
via SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.

THE Company's Steamship

"SENDAI MARU," will be despatched as above TO-MORROW, the 30th instant, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, 22nd July, 1897. [1120]

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE. (Under Mail Contract.)

FOR KOBE AND YOKOHAMA.
THE Company's Steamship

"HIROSHIMA MARU," will be despatched as above TO-MORROW, the 30th instant, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, 22nd July, 1897. [1119]

FOR SHANGHAI.
THE Steamship

"LOONGMOON," will be despatched for the above Port TO-MORROW, the 30th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 27th July, 1897. [1159]

"MOGUL" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA. (Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"PATHAN," will be despatched for the above Ports on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 27th July, 1897. [1155]

"MOGUL" LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"ENERGIA," will be despatched as above on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 24th July, 1897. [1153]

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENGARRY," will be despatched as above on or about MONDAY, the 2nd August.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th July, 1897. [1088]

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE. (Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"MIKE MARU," will be despatched for the above Ports on TUESDAY, the 3rd August, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, 26th July, 1897. [1143]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU," will be despatched on TUESDAY, the 3rd August, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber carries the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th July, 1897. [1166]

SAILING VESSEL.
FOR SAN FRANCISCO.

THE 100 A.T. BULLOCK

"FALLS OF DEE," will be despatched for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th February, 1897. [1241]

FOR SAN FRANCISCO.
THE 100 A.T. BULLOCK

"HEATHBANK," will be despatched for the above Port, and will have quick despatch.

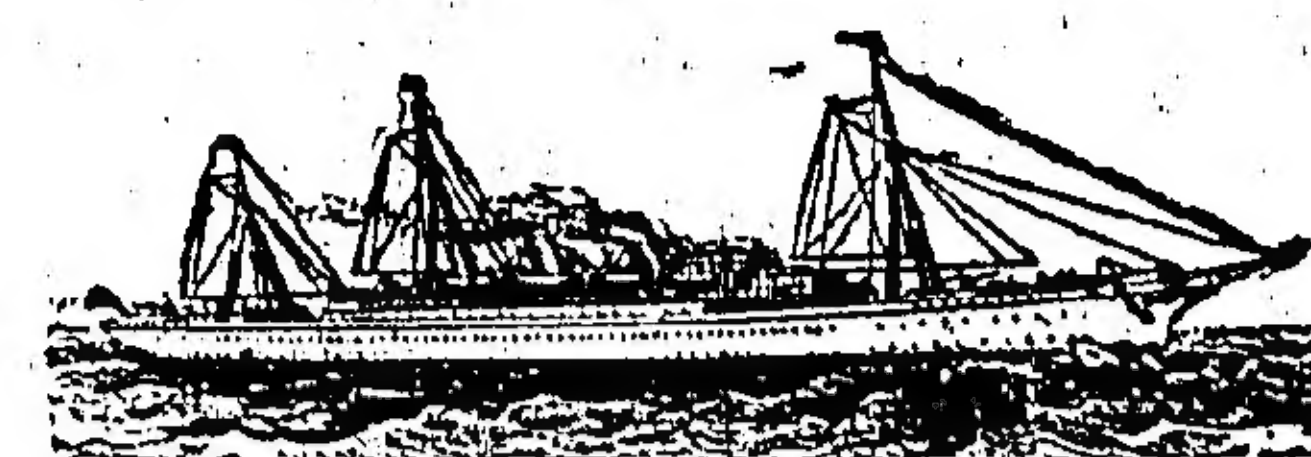
For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th June, 1897. [1242]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 11th Aug.
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 1st September.
EMPEROR OF JAPAN, Comdr. H. Tytner, R.N.R., WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAIN FROM THE PACIFIC TO THE ATLANTIC, which leave daily, and cross the Continent at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Piddar's Street, 13

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 14th August 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railway, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have held full fare to and from San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Prince Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [1151]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAUPTEN'S GENUINE COMPOSITION RIFLE BRAND, HARTMANN'S GREY PAINT, DALLER'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Agents, 10, Prince Street.

Mails.

NORDDUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS &c.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

W.B. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern..... Tuesday... 17th Aug.
Prinz Heinrich..... Tuesday... 14th Sept.
Prinzess..... Tuesday... 12th Oct.
Sachsen..... Tuesday... 9th Nov.
Bayern..... Tuesday... 7th Dec.
Prinz Heinrich..... Tuesday... 4th Jan.

ON TUESDAY, the 17th day of August, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, will sail, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPIER and GENOA.

Shipping Orders will be granted till NOW on SATURDAY, the 14th August. Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 16th August, and Parcel will be received at the Agency Office until Noon on MONDAY, the 16th August. Contents of Packages are required. No Parcel Receipts will be issued for less than \$5.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 26th July, 1897. [1126]

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and the Interior and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$450. Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$400. The Railroad travelling is second to none in the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$275. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Tacoma..... 12449 Tuesday... 17th Aug.
Victoria..... 13167 Tuesday... 14th Sept.
Olympia..... 12668 Tuesday... 12th Oct.
Columbia..... 12655 Tuesday... 9th Nov.
Tacoma..... 12549 Tuesday... 7th Dec.
Victoria..... 13167 Tuesday... 4th Jan.

THE Steamship

"TACOMA," Captain T. Whistler, R.N.R., sailing at Noon, on TUESDAY, the 17th August, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued for Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Passengers must be sent to one Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Freight or Passage, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 26th July, 1897. [1146]

To be Let.

AT MOUNT GOUGH, THE PEAK. TWO SEMI-DETACHED HOUSES AND ONE HUNGALOW.

THESE PREMISES are situated upon Mount Gough, and are about 8 minutes' walk from the Railway Station at "Station Road."

The BUILDINGS are not yet quite completed, but it is expected that ere long they will be given from the 1st September, and the premises will be let on Lease for terms of three, five or seven years.

Gas and Water laid on.

Apply to H. L. DENNIS, Crown Solicitor's Office, Queen's Road.

Hongkong, 27th July, 1897. [1149]

DWELLING HOUSES:
HOUSES IN RIFON TERRACE, No. 24, ELGIN STREET. FLOORS IN STURTON and ELGIN STREETS.

GODOWN IN BAY BUILD